REVISION LETTER For Disc 24-2009

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Page 1
Changed chart(s) since Disc 23-2009
ADD = Added chart, REV = Revised chart, DEL = Deleted chart.

PROCEDURE IDENT

ILS OR 2 NDB RWY 06

ILS OR 2 NDB RWY 24

CAT II ILS RWY 24

ILS OR NDB/MKR RWY 19

REV

REV

REV

REV

REV

REV

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REV

REV REV

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INDEX REV DATE

EFF DATE

Moscow,	(Vnukovo - UUWW)		
REV	AIRPORT BRIEFING (GEN)	10-1P	20 ноя 2009
REV	AIRPORT BRIEFING (GEN CON	10-1P1	20 ноя 2009
REV	GOTMA & UMBEG 01A ARRS	10-2	20 ноя 2009
REV	GOTMA & UMBEG 01B ARRS	10-2A	20 ноя 2009
REV	BITSA, KLIMOVSK & SKURYGIN	10-2B	20 ноя 2009
REV	BITSA, KLIMOVSK & SKURYGIN	10-2C	20 ноя 2009

GOTMA & UMBEG 06A ARRS 10-2D 20 ноя 2009 **GOTMA & UMBEG 06B ARRS** 10-2E 20 ноя 2009 BITSA, KLIMOVSK & SKURYGIN... 10-2F 20 ноя 2009 20 ноя 2009 BITSA & KLIMOVSK 06B, SKUR... 10-2G 20 ноя 2009 IVANOVSKOYE & OKLIT 19A AR... 10-2H **GOTMA & UMBEG 19B ARRS** 20 ноя 2009 10-2J 20 ноя 2009 BITSA, KLIMOVSK & SKURYGIN... 10-2K BITSA, KLIMOVSK & SKURYGIN... 10-2L 20 ноя 2009 20 ноя 2009 **GOTMA & UMBEG 24A ARRS** 10-2M BITSA, KLIMOVSK & SKURYGIN... 10-2N 20 ноя 2009 ILS OR NDB/MKR RWY 01 11-1 20 ноя 2009

11-2

11-3

11-4

11-4A

20 ноя 2009

20 ноя 2009

20 ноя 2009

20 ноя 2009

TERMINAL CHART NOTAMS

Chart NOTAMs for Airport UUWW

Type: Terminal
Effectivity: Temporary
Begin Date: Immediately
End Date: Until Further Notice

Eff 22 OCT 09 Aksinyino NDB ident chgd to 'AO'.

Airport Information UUWW (Vnukovo) **JEPPESEN** JeppView 3.6.3.1

General Info

Moscow, RUS N 55° 36.0' E 37° 16.4' Mag Var: 8.7°E

Elevation: 685'

Public, IFR, Control Tower, Customs

Fuel: Jet A-1

Repairs: Minor Airframe, Minor Engine

Time Zone Info: GMT+3:00 uses DST

Runway Info

Runway 01-19 10039' x 197' asphalt Runway 06-24 9842' x 197' asphalt

Runway 01 (14.0°M) TDZE 632' Lights: Edge, ALS, Centerline Runway 06 (58.0°M) TDZE 637' Lights: Edge, ALS, Centerline Runway 19 (194.0°M) TDZE 634' Lights: Edge, ALS, Centerline, TDZ Runway 24 (238.0°M) TDZE 679'

Lights: Edge, ALS, Centerline, TDZ

Airport Information JEPPESEN UUWW (Vnukovo) JeppView 3.6.3.1

Communications Info

ATIS 131.85

ATIS 125.875 Non-English

Vnukovo Tower 129.0 Secondary

Vnukovo Tower 124.4 Secondary

Vnukovo Tower 119.45 Secondary

Vnukovo Tower 118.3

Vnukovo Taxiing Ground Control 129.0 Secondary

Vnukovo Taxiing Ground Control 124.4 Secondary

Vnukovo Taxiing Ground Control 120.45

Vnukovo Taxiing Ground Control 119,45 Secondary

Vnukovo Approach Control 129.0 Secondary

Vnukovo Approach Control 122.3

Moscow Approach Two Approach Control 124.4

Moscow Approach Two Approach Control 122.7

Moscow Approach Three Approach Control 128.0

Moscow Approach Six Approach Control 125.3

Moscow Approach Seven Approach Control 131.2

Moscow Approach One Approach Control 127.2

Moscow Approach Nine Approach Control 135.9

Moscow Approach Four Approach Control 123.4

Moscow Approach Five Approach Control 134.0

Moscow Approach Eight Approach Control 129.8

Vnukovo Radar 129.0 Secondary

Vnukovo Radar 126.0

Vnukovo Radar 124.4 Secondary

Vnukovo Radar 119.45

Notebook Info

UUWW/VKO SIEPPESEN MOSCOW, RUSSIA VNUKOVO 10-1P AIRPORT BRIEFING

1. GENERAL

1.1. ATIS

ATIS 131.85

125.87 (Russian)

1.2. NOISE ABATEMENT PROCEDURES

1.2.1. **GENERAL**

Noise abatement procedures shall be executed by all ACFT.

'AIR GROUND' communication shall be reduced to a minimum during the approach phase, the initial take-off and the climbing phase.

The flight crews must maintain the assigned SID and STAR routes, and in case of deviation from them - immediately join the assigned flight track.

1.2.2. REVERSE THRUST

Reverse thrust power with the exception reverse idle thrust is used for safety reasons only.

1.3. TAXI PROCEDURES

Taxiing on Vnukovo I apron under engines power of not more than 0.42 of the rating. Taxiing to/from Vnukovo III apron with Follow-me car only.

Taxing on TWYs 5, 13, 14,15, B1, B2, B4, B5, M1, M3 and M4 at reduced speed, strictly along centerline.

Taxiing on TWY 14 between TWYs 13 and 15 DAY only when VIS exceeds 2000m, otherwise only towing is allowed.

TWY B3 available only for towing.

1.4. PARKING INFORMATION

Use of Vnukovo I stands 4 and 5 by towing.

When Vnukovo I stands 29A and 29B occupied, use of stands 30 and 31 by towing. Use of Vnukovo III stands 33 and 34 by towing.

Enter Vnukovo I stands 32 thru 36 and 41 thru 43 by towing.

Vnukovo III stands 21 and 22 to be entered via vacant stands 23 thru 25 and vice versa.

Enter Vnukovo III stand 27 under engines power, when stand 18 vacant.

Enter Vnukovo III stands 1 thru 17 and 28 by towing.

Leave Vnukovo I stands 25 and 26 under engines power of not more than 0.42 of the rating.

Leave Vnukovo I stand 28 under engines power, when stand 29 vacant.

Leave Vnukovo I stand 92 by towing.

Leave Vnukovo I stand 96 under engines power, when stand 74 vacant.

Use of Vnukovo III stands 35A thru 72 by towing.

Leave Vnukovo III stands under engines power as follows:

- Stand 6, when stand 31 vacant
- Stands 7 and 8, when stand 23 vacant
- Stands 9 and 10, when stand 22 vacant
- Stand 17, when stand 28 vacant
- Stands 18 and 28, when stand 27 vacant
- Stand 27, when stand 18 vacant

Leave Vnukovo III stands 29 thru 32 by towing.

Leave Vnukovo III stands 21 thru 26 by towing, followed by taxiing with engines power 0.4 of the nominal.

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Leave Vnukovo III stands by towing as follows:

- Stand 6, when stand 31 occupied
- Stands 7 and 8, when stand 23 occupied
- Stands 9 and 10, when stand 22 occupied
- Stand 17, when stand 28 occupied
- Stand 18, when stand 27 occupied
- Stand 27, when stand 18 occupied.

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VNUKOVO S JEPPESEN

VNUKOVO 10-1P1

MOSCOW, RUSSIA AIRPORT BRIEFING

(10-1P1) **1. GENERAL**

1.5. OTHER INFORMATION

Birds in vicinity of APT.

2. ARRIVAL

2.1. NOISE ABATEMENT PROCEDURES

2.1.1. APPROACH PHASE

Restrictions

Noise abatement procedures shall not apply under the following conditions:

- if RWY is covered with snow, ice, slush, water, mud, rubber, oil or other substances and the friction coefficient at this is 0.4 or less;
- when ceiling is less than 150m or horizontal visibility is less than 1800m;
- when a crosswind component on RWY (including gusts) exceeds 7 m/sec;
- when a tailwind component on RWY exceeds 2.5 m/sec;
- when wind shear is forecasted or reported or a thunderstorm situation is expected.

Great rates of descent, when leaving the holding patterns or the occupied altitude, should be avoided (if possible) directly before the final approach.

The change of flight configuration and speed of ACFT, connected with noise abatement procedures, shall be carried out according to the requirements of the Airplane Flight Manual.

During instrument as well as visual approach, it is prohibited to fly below the ILS GS angle.

No noise abatement procedures shall envisage the increasing of indicated air speed of descent.

A displacement of THR shall not be used as a noise abatement measure.

Landing of ACFT with tailwind component of up to 5 m/sec is allowed under the following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

2.2. CAT II OPERATIONS

RWY 24 approved for CAT II operations, special aircrew and ACFT certification required.

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UUWW/VKO SJEPPESEN

14 AUG 09 (10-1P2)

MOSCOW, RUSSIA

AIRPORT BRIEFING

3. DEPARTURE

3.1. START-UP & TAXI PROCEDURES

3.1.1. START-UP

VNUKOVO

A period of 10 min established additionally to departure time during reconstruction work for towing and engine start-up from Vnukovo I apron.

3.1.2. TAXIING

Up to 15 min are established for taxiing and provision of air traffic safety during departure.

3.2. NOISE ABATEMENT PROCEDURES

TAKE-OFF AND CLIMBING PHASE

Noise abatement procedures shall not be executed at the expense of reduction of flight safety, in case of engine failure during take-off and climbing phase.

Restrictions

Take-off with tailwind component up to 5 m/sec is allowed under the following conditions:

- RWY is dry or damp;
- friction coefficient is 0.5 or more;
- crosswind component is not more than 5 m/sec.

A displacement of THR shall not be used as a noise abatement measure.

A change of flight course direction after take-off is permitted only after reaching 1080'(395').

Turns initiated between 1080 '(395') and 1670'(985') shall be executed with a bank angle not exceeding 15°.

Turns initiated between 1670 '(985') and 3640'(2955') shall be executed with a bank angle not exceeding 20°.

Turns initiated at or above 3640 '(2955') shall be executed with 25° bank or with angular speed of turn of 3°/sec.

The minimum steady climb speed shall not be less than V $_2$ + 10 KT or less than prescribed in the Airplane Flight Manual if it has greater value.

Maintaining the minimum climb speed is not required if it brings to exceeding the minimum permissible angle of attack.

The reduction of engine power shall not be applied until:

- the ACFT reaches 1480 '(795');
- the established standard power mode enables with MTOW to maintain the established climb gradient of not less than 4% at the above specified speed;
- take-off flight path provides overflying of all obstacles located under the flight path with sufficient clearance both when all engines are operating normally and also taking into account possible engine failure and time period necessary for the rest engines to develop full power.

Noise abatement procedures, which envisage take-off with reduced engine power, shall not apply under the following conditions:

- if RWY is covered with snow, slush, water, mud, rubber, oil or other substances and the friction coefficient at this is 0.4 or less;
- when horizontal visibility is less than 1800m;
- when a crosswind component on RWY (including gusts) exceeds 7 m/sec;
- when a tailwind component on RWY exceeds 2.5 m/sec:
- when wind shear is forecasted or reported or a thunderstorm situation is expected.

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UUWW/VKO
VNUKOVO

A JEPPESEN

14 AUG 09

10-1P3

Eff 27 Aug

AIRPORT BRIEFING

3. DEPARTURE

Special take-off and climbing procedures

During take-off from RWY 01 on Take-off heading and climbing to not below 1290'(657') with a maximum possible climb gradient proceed to 1.1NM from RWY extremity with further RIGHT/LEFT turn, maintaining speed and banking which provide a flight with radius 1.6NM. When proceeding to GOTMA and BITSA, pass NDB/MKR at or or above 3590'(2957').

After take-off from RWY 06 on take-off heading and climbing to not below 1300'(663') with a maximum possible climb gradient proceed to 2.2NM from RWY extremity with further RIGHT turn, maintaining speed and banking which provide a flight with radius 2.4NM.

After take-off from RWYs 19 and 24 on take-off heading and climbing to 1300'(666')/ 1340'(661') with a maximum possible climb gradient proceed to 2.2NM from RWY extremity with further LEFT turn (RIGHT turn when proceeding to GOTMA), maintaining speed and banking which provide a flight with radius 2.4NM. Passing GOTMA and BITSA shall be carried out at or above FL49.

Climbing phase

The flight crews shall apply two noise abatement procedures during climbing phase: NADP1 or NADP2 (ICAO Doc 8168, Volume 1, Part V, Chapter 3).

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MOSCOW, RUSSIA JEPPESEN UUWW/VKO 10-2 STAR VNUKOÝO Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 685' 131.85 (Russian 125.87) Trans level: By ATC Trans alt: 3970' GOTMA 01A [GOTØ1A] 4000 UMBEG 01A [UMBØ1A] 270 2400' **RWY 01 ARRIVALS** FROM NORTH FOR GOTMA 01B & UMBEG 01B REFER TO CHART 10-2A MSA ARP DIRON N55 43.4 E036 41.7 By ATC Between FL118 & FL59 NOT TO SCALE **ARSEP** N55 42.3 E036 58.0 **GOTMA** N55 38.3 E037 01.3 **UMBEG** N55 39.0 E036 56.5 At or above FL49 949 OE N55 34.7 E037 15.1 Intercept final at 1950' (1317')N55 29.0 E037 02.7 At 2610' N55 28.7 (1977 E037 10.4 At 1950' N55 28.6 E037 02.9 N55 28.2 E037 09.4 (1317')At 2610' E037 09.4 (1977')RADIUS N55 27.6 E037 06.4 At 2280' FL CONVERSION (1647')FL3600m FL59 FL1800m FL49 FL1500m ALT/HEIGHT CONVERSION QNH (QFE) 3970' (3337' - 1000m) (1977' - 600m) 2610' (1647' - 500m) 1950' (1317' - 400m)

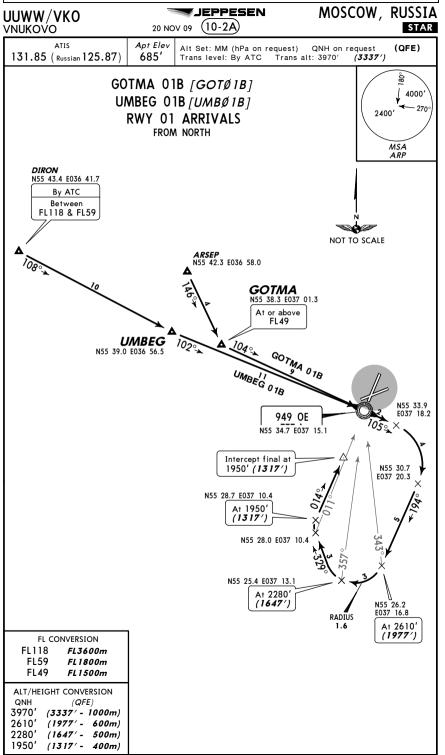
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MOSCOW, RUSSIA JEPPESEN UUWW/VKO (10-2C) 20 NOV 09 VNUKOVO Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 685' Trans level: By ATC Trans alt: 3970' 131.85 (Russian 125.87) BITSA 01B [BITØ1B] , KLIMOVSK 01B (LO 01B) 4000 SKURYGINO 01B (DR 01B) 2400' **RWY 01 ARRIVALS** FROM EAST & SOUTHEAST MSA ARP **BITSA** N55 34.0 E037 37.0 At or above 949 OE FL49 N55 34.7 E037 15.1 N55 34.9 E037 06.9 N55 34.9 E037 09.8 BITSA 01B **←**263° × N55 33.6 E037 05.9 N55 29.8 E037 03.0 At 2610' Intercept final at (1977')1950' (*1317'*) ► N55 28.2 E037 09.4 RADIUS 1.6 N55 27.6 E037 06.4 At 2280' (1647') N55 28.7 E037 10.4 At 1950' (1317')- KLIMOVSK — 1005 LO N55 21.0 E037 32.0 At or above FL49 NOT TO SCALE SKURYGINO-415 DR FL CONVERSION N55 13.0 E037 22.0 FL397 FL12100m FL49 FL1500m ALT/HEIGHT CONVERSION QNH (QFE) 3970' (3337' - 1000m) (1977' - 600m) 2610' (1647' - 500m) 1950' (1317' - 400m)

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MOSCOW, RUSSIA JEPPESEN UUWW/VKO (10-2D)STAR VNUKOVO 20 NOV 09 Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 685' 131.85 (Russian 125.87) Trans level: By ATC Trans alt: 3970' (3333') GOTMA 06A [GOTØ6A] 4000 UMBEG 06A/UMBØ6A/ 270 2400' **RWY 06 ARRIVALS** FROM NORTH FOR GOTMA 06B & UMBEG 06B REFER TO CHART 10-2E MSA ARP - IVANOVSKOYE¬ 405 UM N55 52.0 E036 55.0 **DEDUM** N55 50.0 E037 04.3 At or above FL49 **DIRON** N55 43.4 E036 41.7 By ATC Between FL118 & FL59 **ARSEP** N55 42.3 E036 58.0 NOT TO SCALE **GOTMA** N55 38.3 E037 01.3 **UMBEG** N55 39.0 E036 56.5 N55 34.6 E037 00.0 At 2610' (1973') N55 33.7 E037 00.1 At 2610 (1973')290 GG N55 34.5 E037 11.2 FL CONVERSION Intercept final at FL397 FL12100m 1950' (**1313**') FL118 FL3600m FL59 FL1800m FL49 FL1500m ALT/HEIGHT CONVERSION QNH (QFE) 3970' (3333' - 1000m) 2610' (1973' - 600m) 1950' (1313' - 400m)

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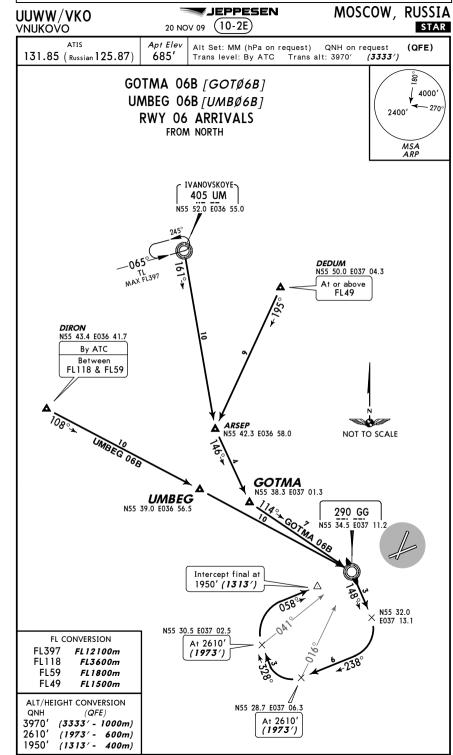
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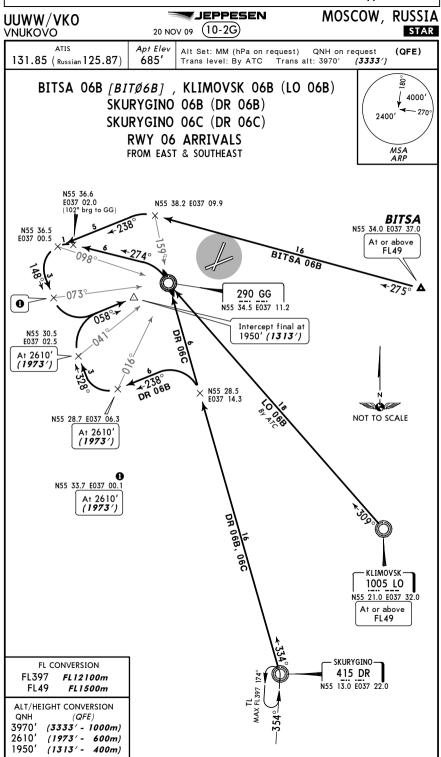
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MOSCOW, RUSSIA JEPPESEN UUWW/VKO (10-2H) νημκονο STAR Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 131.85 (Russian 125.87) 685' Trans level: By ATC Trans alt: 3970' IVANOVSKOYE 19A (UM 19A) 4000 OKLIT 19A [OKL19A] 2400' RWY 19 ARRIVALS FROM NORTH MSA ARP SHEREMETYEVO 114.6 MR N55 57.7 E037 20.9 - IVANOVSKOYE 405 UM N55 52.0 E036 55.0 N55 50.1 E037 14.7 At 3590' (2956') OKLIT UM 19A N55 50.0 E037 21.1 At 3590' (**2956**') N55 48.1 E037 19.7 $\begin{array}{c} {\sf N55~43.0~E037~21.3} \\ {\rm (193°~brg~to~SX)} \end{array}$ At 1950' (1316') RADIUS 1.1 NOT TO SCALE Intercept final at 1950' (1316') 914 SX N55 37.2 E037 17.0 FL CONVERSION FL397 FL12100m ALT/HEIGHT CONVERSION QNH (QFE) 3970' (3336' - 1000m) 3590' (2956' - 900m) 1950' (1316' - 400m)

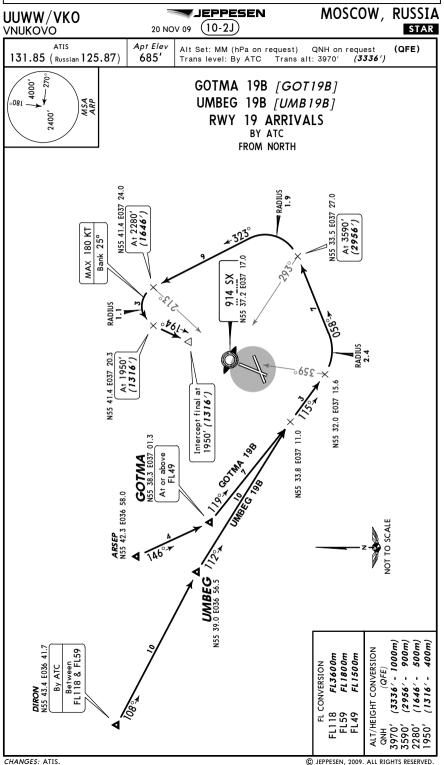
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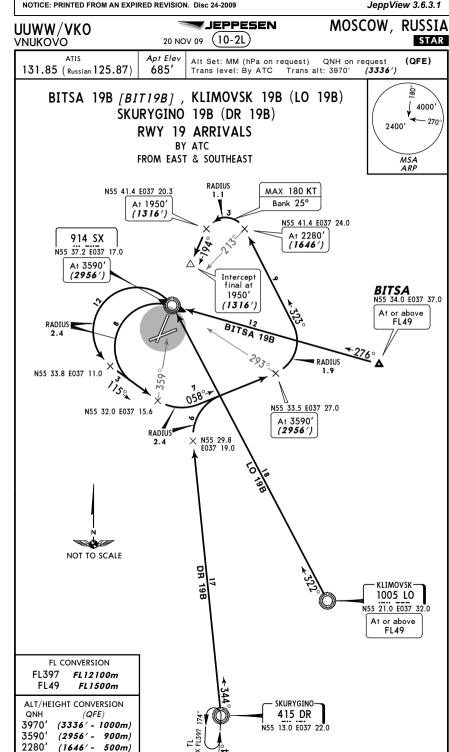
MOSCOW, RUSSIA JEPPESEN UUWW/VKO (10-2K) VNUKOVO STAR Apt Elev Alt Set: MM (hPa on request) QNH on request (QFE) 131.85 (Russian 125.87) 685' Trans level: By ATC Trans alt: 3970' BITSA 19A [BIT19A], KLIMOVSK 19A (LO 19A) 4000 SKURYGINO 19A (DR 19A) ₹ 270 2400' **RWY 19 ARRIVALS** FROM EAST & SOUTHEAST FOR BITSA 19B, LO 19B & DR 19B REFER TO CHART 10-2L MSA ARP OPALIKHA-565 KS **RADIUS** N55 50.0 E037 16.0 N55 48.1 E037 19.7 RADIUS 2.4 N55 49.7 E037 13.7 **RADIUS** NOT TO SCALE (2956') N55 45.2 E036 58.2 N55 43.0 E037 21.3 (193° brg to SX) At 1950' (1316')RADIUS 1.1 Intercept final at 1950' (1316') N55 38.1 E037 04.2 **GOTMA** N55 38.3 **BITSA** N55 34.0 E037 37.0 E037 01.3 At or above FL49 914 SX N55 37.2 E037 17.0 HOLDING **OVER DR** KLIMOVSK-TL FL397 1005 LO N55 21.0 E037 32.0 At or above FL49 FL CONVERSION FL397 FL12100m FL49 FL1500m ALT/HEIGHT CONVERSION QNH (QFE) SKURYGINO-3970' (3336' - 1000m) 415 DR 3590' (2956' - 900m) N55 13.0 E037 22.0 1950' (1316' - 400m)

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(1316' - 400m)

1950'

MOSCOW, RUSSIA JEPPESEN UUWW/VKO (10-2M)STAR VNUKOVO Apt Elev Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 3970' (3291' (QFE) 685' 131.85 (Russian 125.87) 4000, GOTMA 24A [GOT24A] UMBEG 24A [UMB24A] ∘081 **RWY 24 ARRIVALS** FROM NORTH MAX 180 KT Bank 25° Intercept final at 2000' (1321') 83:33 33:34 290 36.7 595 0 N55 36.1 E037 **GOTMA** N55 38.3 E037 **ARSEP** N55 42.3 E036 58.0 Between FL118 & FL59

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MOSCOW, RUSSIA **JEPPESEN** UUWW/VKO VNUKOVO (10-2N) 20 NOV 09 Apt Elev Alt Set: MM (hPa on request) QNH on request Trans level: By ATC Trans alt: 3970' (3291 (QFE) 685' 131.85 (Russian 125.87) BITSA 24A [BIT24A] 4000 KLIMOVSK 24A (LO 24A) 2400' SKURYGINO 24A (DR 24A) **RWY 24 ARRIVALS** MSA ARP FROM EAST & SOUTHEAST final at 290 OB 2000' MAX 180 KT N55 36.7 E037 21.1 (1321') Bank 25° 595 0 N55 36.1 E037 18.3 N55 37.2 E037 28.0 (253° brg to OB) At 2320 (1641') **BITSA** N55 34.0 E037 37.0 RADIUS At or above FL49 N55 33.5 E037 27.0 At 2650' (1971') N55 32.8 E037 23.9 N55 32.0 E037 14.2 RADIUS 2.4 N55 29.8 × E037 19.0 KLIMOVSK-1005 LO N55 21.0 E037 32.0 At or above FL49 NOT TO SCALE FL CONVERSION FL397 FL12100m FL49 FL1500m - SKURYGINO-415 DR ALT/HEIGHT CONVERSION N55 13.0 E037 22.0 3970' (3291' - 1000m) 2650' (1971' - 600m) 2320' (1641' - 500m) 2000' (1321' - 400m)

MOSCOW, RUSSIA JEPPESEN UUWW/VKO (10-3) VNUKOVO 25 SEP 09 SID Apt Elev QNH on request (QFE) 685' Trans level: By ATC Trans alt: 3970' 4000' - 270 2400' BITSA O1D [BITØ1D], BITSA O1E [BITØ1E] KLIMOVSK 01D (LO 01D) MSA ARP OKLIT 01D [OKLØ1D] RWY 01 DEPARTURES TO NORTH, EAST & SOUTHEAST **A** OKLIT N55 50.0 E037 21.1 NOT TO SCALE TURUG N55 42.4 E037 21.3 **RADIUS** RADIUS 1.6 At 1290 (657')**BITSA** N55 34.0 E037 37.0 At or above FL49 N55 34.7 E037 28.0 -260°→ _083°→ 5 13 949 OE 079°> N55 34.7 E037 15.1 At or above RADIUS 3590' (2957') 1.6 ALT/HEIGHT CONVERSION QNH (QFE) - KLIMOVSK-1290' (657' - 200m) 1005 LO (2957' - 900m) 3590' N55 21.0 E037 32.0 3970' (3337' - 1000m)

FL CONVERSION

CHANGES: SID OKLIT 01D availability.

FL1500m

FL49

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UUWW/VKO

JEPPESEN 25 SEP 09 10-3A

MOSCOW, RUSSIA

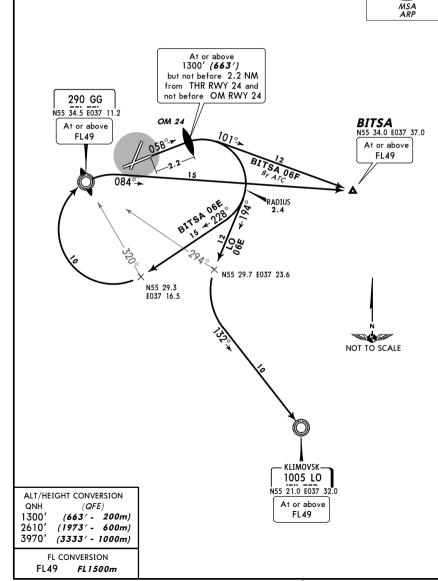
VNUKOVO
Radar
126.0

Apt Elev
685'

QNH on request (QFE)
Trans level: By ATC Trans alt: 3970' (3333')
1. Contact VNUKOVO Radar immediately after crossing 1300' (663').
2. Initial climb clearance 2610' (1973'). 3. Execute noise abatement procedures according to ICAO Annex 16, DOC 8168.
4. Aircraft with MAX 160 KT as directed by ATC.

BITSA 06E [BITØ6E], BITSA 06F [BITØ6F]
KLIMOVSK 06E (LO 06E)
RWY 06 DEPARTURES
TO EAST & SOUTHEAST





FL49

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MOSCOW, RUSSIA JEPPESEN UUWW/VKO 11 SEP 09 (10-3B) Eff 24 Sep VNUKOVO SID Apt Elev QNH on request (QFE) 685' Trans level: By ATC Trans alt: 3970' 4000 270 2400' BITSA 19D [BIT19D], BITSA 19E [BIT19E] KLIMOVSK 19D (LO 19D) MSA ARP **RWY 19 DEPARTURES** TO EAST & SOUTHEAST **BITSA** N55 34.0 E037 37.0 At or above FL49 At or above 1300' (666') RADIUS 2.4 NOT TO SCALE KLIMOVSK-1005 LO N55 21.0 E037 32.0 At or above FL49 ALT/HEIGHT CONVERSION QNH (QFE) 1300' (666' - 200m) 3970' (3336' - 1000m) FL CONVERSION

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UUWW/VKO VNUKOVO

JEPPESEN

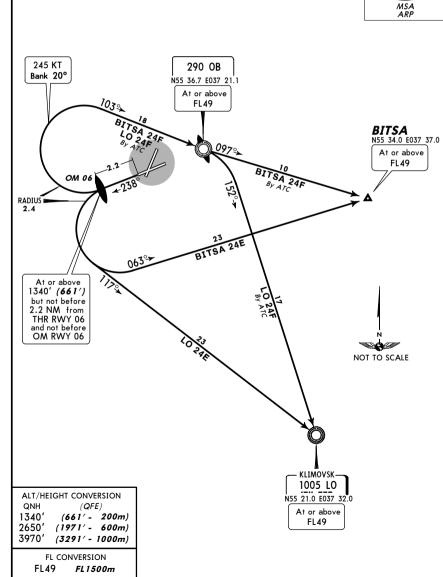
MOSCOW, RUSSIA

(10-3C) Eff 24 Sep 11 SEP 09

QNH on request (QFE) Trans level: By ATC Trans alt: 3970' (3291') VNUKOVO Apt Elev 1. Contact VNUKOVO Radar immediately after crossing 1340' Radar 2. Initial climb clearance 2650' (1971'). 3. Execute noise abatement 126.0 procedures according to ICAO Annex 16, DOC 8168. 4. Aircraft with MAX 160 KT as directed by ATC

BITSA 24E [BIT24E], BITSA 24F [BIT24F] KLIMOVSK 24E (LO 24E), KLIMOVSK 24F (LO 24F) **RWY 24 DEPARTURES** TO EAST & SOUTHEAST





FL49

FL1500m

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MOSCOW, RUSSIA JEPPESEN 11 SEP 09 (10-3D) Eff 24 Sep

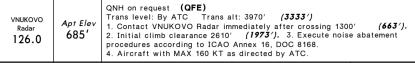
UUWW/VKO VNUKOVO SID Apt Elev QNH on request (QFE) Trans level: By ATC Trans alt: 3970' 4000' - 270 2400' BADNI 01D [BADØ1D], GOTMA 01D [GOTØ1D] GOTMA 01E [GOTØ1E], KAMENKA 01D (WZ 01D) KAMENKA 01E (WZ 01E), KAMENKA 01F (WZ 01F) **RWY 01 DEPARTURES** TO SOUTHWEST & NORTH ARSEP A N55 38.3 E037 01.3 At or above FL49 N55 38.8 At 1290' - E036 59.6 BADNI 01D GOTMA 01D WZ 01F (657') 949 OE N55 34.7 E037 15.1 At or above 3590' (2957' NOT TO SCALE **BADNI** N55 16.5 E036 56.8 At or above FL59 ALT/HEIGHT CONVERSION QNH (QFE) 1290' (657' - 200m) KAMENKA-(2957' - 900m) *230 WZ 3970' (3337' - 1000m) N55 13.0 E037 00.0 FL CONVERSION At or above FL49 FL1500m FL59

CHANGES: Vnukovo Lctr ident; general instructions withdrawn.

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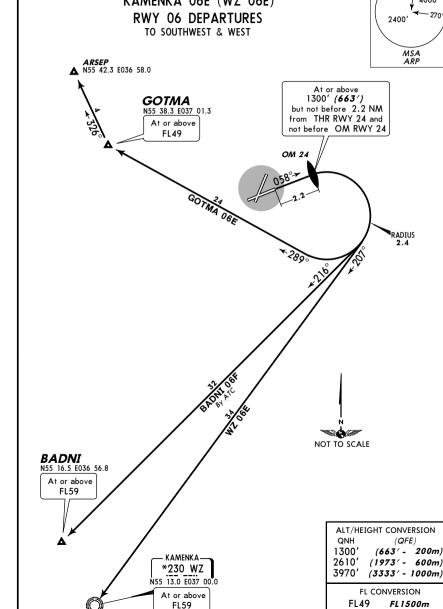
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MOSCOW, RUSSIA JEPPESEN UUWW/VKO (10-3E) Eff 24 Sep VNUKOVO 11 SEP 09



BADNI 06F [BADØ6F], GOTMA 06E [GOTØ6E] KAMENKA 06E (WZ 06E) **RWY 06 DEPARTURES** TO SOUTHWEST & WEST





FL59

FL1800m

MOSCOW, RUSSIA JEPPESEN UUWW/VKO 11 SEP 09 (10-3F) Eff 24 Sep VNUKOVO SID Apt Elev QNH on request (QFE) Trans level: By ATC Trans alt: 3970' 4000' - 270 2400' BADNI 19D [BAD19D], GOTMA 19D [GOT19D] KAMENKA 19D (WZ 19D) MSA ARP **RWY 19 DEPARTURES** TO SOUTHWEST & WEST ARSEP

▲ N55 42.3 E036 58.0 **GOTMA** N55 38.3 E037 01.3 At or above FL49 At or above RADIUS 2.4 1300' (666') NOT TO SCALE **BADNI** N55 16.5 E036 56.8 At or above FL59 KAMENKA-ALT/HEIGHT CONVERSION *230 WZ (QFE) N55 13.0 E037 00.0 1300' (666' - 200m) At or above 3970' (3336' - 1000m) FL59 FL CONVERSION FL49 FL1500m

CHANGES: General instructions withdrawn

FL59

FL1800m

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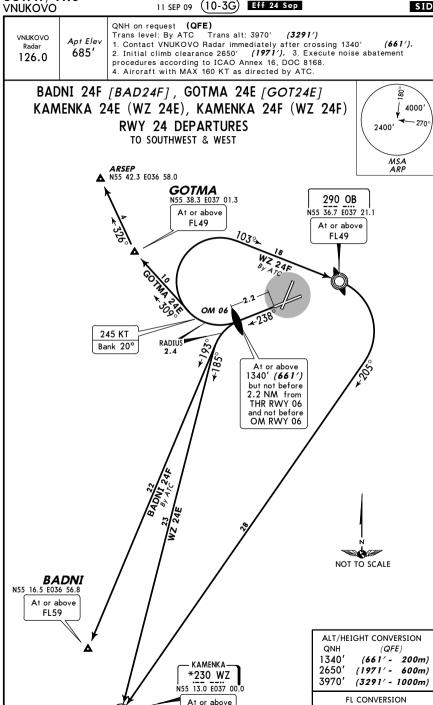
JEPPESEN JeppView 3.6.3.1

UUWW/VKO
VNUKOVO

11 SEP 09 (10-3G)

Eff 24 Sep

MOSCOW, RUSSIA



FL59

FL1500m

FL1800m

FL49

FL59

MOSCOW, RUSSIA UUWW/VKO JEPPESEN Apt Elev **685**' N55 36.0 E037 16.4 6 NOV 09 (10-9) Eff 19 Nov VNUKOVO VNUKOVO Taxiing (GND) Start (TWR) 118.3 131.85 (Russian 125.87) 120.45 **⊙** Lctr For AIRPORT BRIEFING refer to 10-1P pages FOR PARKING POSITIONS SEE 10-9A VNUKOVO III C5 C4 FOR PARKING POSITIONS SEE 10-9B Λ₇₇₁ VNUKÒVO II 🔏 FOR PARKING POSITIONS SEE 10-9B Elev 🙆 637' Lctr ⊚ Op, 1000 2000 3000 4000 5000 Lctr ⊚

ADDITIONAL RUNWAY INFORMATION							
			JSABLE LENGTH BEYOND ——	15			
RWY		Threshold	Glide Slope	TAKE-OFF	WIDTH		
01	HIRL (60m) CL(15m) HIALS PAPI-L(3.00°) RVR		9547'2910m	9711' <i>2960m</i> ①	197'		
19	HIRL (60m) CL(15m) HIALS-II TDZ PAPI-L(3.00°) RVR		8825' 2690m	9711 2960m U	60m		
06	HIRL (60m) CL(15m) HIALS PAPI-L(2.73°) RVR		0196' 2000	9514' 2900m 1	197'		
24	HIRL (60m) CL(15m) HIALS-II TDZ PAPI-L(3.00°) RVR		9100 2800m	9314 2900m U	60m		

• First 328'/100m unusable for take-off.

	TAKE-OFF								
AIR CARRIER				AIR CARRIER (FAR 121)					
П	Rwy 06/24 All Rwys				Rwy 06/24 Rwy 01				
	LVP must be in force RL & CL	LVP must be in force RCLM (DAY only) or RL	RCLM (DAY only) or RL		CL & RCLM any RVR out, other two req.	Adequate Vis Ref	Adequate Vis Ref		
A B C	200m (150m)	250m	400m	2 Eng 3 & 4	TDZ RVR 200m Mid RVR 200m Roll out RVR 150m	RVR 500m VIS 400m	RVR 500m VIS 400m		
D	250m (200m)	300m		Eng	NOT OUT NAME TO STATE				

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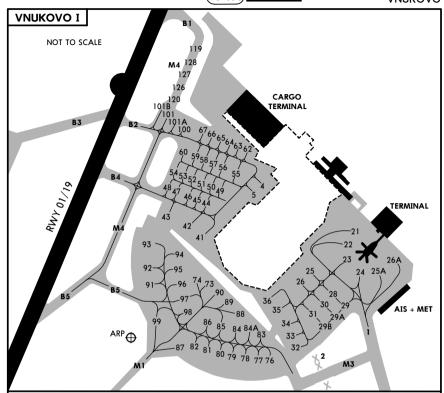
S DEPPESEN

6 NOV 09 (10-9A) Eff 19 Nov

VNUKOVO

JEPPESEN

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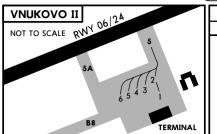


INS COORDINATES							
STAND No.	COORDINATES	STAND No.	COORDINATES				
4 5 21 thru 24A 25 25A	N55 36.3 E037 17.0 N55 36.3 E037 16.9 N55 36.2 E037 17.3 N55 36.1 E037 17.2 N55 36.2 E037 17.4	62 thru 64 65 thru 67 73 74 76	N55 36.4 E037 16.9 N55 36.4 E037 16.8 N55 36.1 E037 16.8 N55 36.1 E037 16.7 N55 36.0 E037 17.0				
26 26A 28 29 29A, 29B 30 31 thru 33 34 35, 36	N55 36.1 E037 17.1 N55 36.2 E037 17.4 N55 36.1 E037 17.2 N55 36.1 E037 17.3 N55 36.0 E037 17.2 N55 36.1 E037 17.2 N55 36.0 E037 17.1 N55 36.0 E037 17.0 N55 36.1 E037 17.0 N55 36.2 E037 17.0	77, 78 79 80, 81 82 83 thru 84A 85, 86 87 88 89, 90	N55 35.9 E037 16.9 N55 35.9 E037 16.8 N55 36.0 E037 16.8 N55 36.0 E037 16.7 N55 36.0 E037 16.9 N55 36.0 E037 16.8 N55 36.0 E037 16.7 N55 36.1 E037 16.9 N55 36.1 E037 16.8 N55 36.1 E037 16.8				
42 43 44 45 thru 47 48 49 thru 51 52 tru 54 55 56 thru 58 59, 60	N55 36.2 E037 16.7 N55 36.2 E037 16.6 N55 36.2 E037 16.8 N55 36.3 E037 16.7 N55 36.3 E037 16.6 N55 36.3 E037 16.6 N55 36.3 E037 16.7 N55 36.3 E037 16.7 N55 36.4 E037 16.9 N55 36.4 E037 16.8	92, 93 94 95 96 thru 98 99 100 101, 101A 101B	N55 36.2 E037 16.5 N55 36.2 E037 16.7 N55 36.2 E037 16.6 N55 36.1 E037 16.7 N55 36.0 E037 16.6 N55 36.4 E037 16.7 N55 36.5 E037 16.7 N55 36.5 E037 16.6				

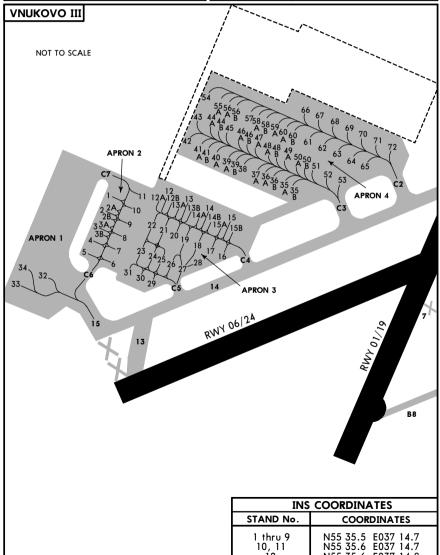
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UUWW/VKO JEPPESEN 6 NOV 09 (10-9B) Eff 19 Nov MOSCOW, RUSSIA , VNUKOVO



INS COORDINATES					
STAND No.	STAND No. COORDINATES				
1, 2	N55 35.6 E037 17.3				



INS COORDINATES				
STAND No. COORDINATES				
1 thru 9 10, 11 12 13 thru 15 16 thru 31	N55 35.5 E037 14.7 N55 35.6 E037 14.7 N55 35.6 E037 14.8 N55 35.5 E037 14.9 N55 35.5 E037 14.8			

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UUWW/VKO

JEPPESEN 14 AUG 09 (10-9X) Eff 27 Aug MOSCOW, RUSSIA VNUKOVO

STRAIG	HT-IN RWY	Α	В	С	D		
01	ILS	833 ′(200′)	833 ′(200′)	833 ′(200′)	833 ′(200′)		
		R550m	R550m	R550m	R550m		
	ALS out	R1000m	R1000m	R1000m	R1000m		
	LOC		N	ТС			
				ORIZED			
	NDB	1400′(767′)	1400′(767′)	1400′(767′)	1400 ′(767′)		
		R1200m	R1400m	R1400m	R1800m		
	ALS out	R1500m	R1500m	R2000m	R2000m		
06	ILS	837 ′(200′)	837 ′(200')	837 ′(200′)	837 ′(200′)		
		R550m	R550m	R550m	R550m		
	ALS out	R1000m	R1000m	R1000m	R1000m		
	LOC	NOT					
			AUTH	ORIZED			
	NDB	1000′(363′)	1000′(363′)	1000′(363′)	1000 ′(363′)		
		R900m	R1000m	R1000m	R1400m		
	ALS out	R1500m	R1500m	R1800m	R2000m		
19	ILS	834 ′(200′)	834 ′(200 ′)	834 ′(200')	834 ′(200′)		
		R550m	R550m	R550m	R550m		
	ALS out	R1000m	R1000m	R1000m	R1000m		
	LOC	NOT					
				ORIZED			
	NDB	1460′(826′)	1460′(826′)	1460′(826′)	1460 ′(826′)		
		R1200m	R1400m	R1400m	R1800m		
	ALS out	R1500m	R1500m	R2000m	R2000m		
24	CAT 2 ILS	779 ′(100 ′)					
			RA111′R350m	RA111′R350m	RA111′R350m		
	ILS	879 ′(200′)	879 ′(200 ′)	879 ′(200 ′)	879 ′(200′)		
		R550m	R550m	R550m	R550m		
	ALS out	R1000m	R1000m	R1000m	R1000m		
	LOC	NOT					
		AUTHORIZED					
	NDB	1060′(381′)	1060′(381′)	1060′(381′)	1060 ′(381′)		
		R900m	R1000m	R1000m	R1400m		
	ALS out	R1500m	R1500m	R1800m	R2000m		

TA	TAKE-OFF RWY 01, 06, 19, 24							
	Approved Operators	LVP must	be in Force	1				
	HIRL, CL & mult. RVR reg	RL, CL & mult. RVR req	RL & CL	RCLM (DAY only) or RL	RCLM (DAY only) or RL	NIL (DAY only)		
A B C	125m	150m	200m	250m	400m	500m		
D	150m	200m	250m	300m				

MOSCOW, RUSSIA JEPPESEN UUWW/VKO 20 NOV 09 (11-1) ILS or NDB/MKR Rwy 01 VNUKOÝO MOSCOW Approach 4 MOSCOW Approach 3 VNUKOVO Approach ATIS 131.85 (Russian 125.87) 122.3 128.0 123.4 VNUKOVO Radai VNUKOVO Tower (PAR) VNUKOVO Start(TWR) 118.3 118.3 120.45 126.0 LOC ILS No GS DA(H) IWM published Final 833' (200') Apt Elev 685' 111.7 14000 Apch Crs NDB Minimum Alt NDB ~270° RWY 633 014° 2400' MDA(H)OE No FAF 949 1400' (767') MISSED APCH: Climb on 014° to 1030′ (397′), then turn RIGHT onto 194° climbing to 2610′ (1977′), then according to chart.

At 1290′ (657′), immediately contact Radar. MSA Airport nediately contact Radar Trans alt: 3970' (3337 Alt Set: MM (hPa on reg) QNH on rea (QFE) Trans level: By ATC UU(P)-33 A UU(P)-43 UU(P -33 Ć 949 OE ILS DME. 014° 111.7 IWM at 2610' at 1950' 0 - 55-30 ر 960' 37-30 ALT/HEIGHT CONVERSION (3337' -1000m) (1977' - 600m) 0 (1647' - 500m) 2280 at 2280' (1317' - 400m) 1950 at 2610' (1977') (1647')(657' - 200m) 1290 at 2280 1030 (397' - 120m) (1647') ₃₇₋₁₀ (197' - 60m) 37-00 830 NDB apch: Pass LMM not below 830' (197' 1950 NDB/MKR 1317 GS 830' (197') intercept TCH final RWY 01 633' 0.5 1030 Gnd speed-Kts 70 90 100 120 140 160 2610′ (*1977′* 194° (397') on 014° ILS GS 3.00° or 377 484 538 646 753 861 NDB Desc Grad 5.2% RT STRAIGHT-IN LANDING RWY 01 ILS LOC NDB (GS out) MDA(H) 1400'(767' DA(H) 833'(200') ALS out ALS out 3200m 3200m RVR 720m NOT 1200m 3600m VIS 800m AUTH 3600m 4000m

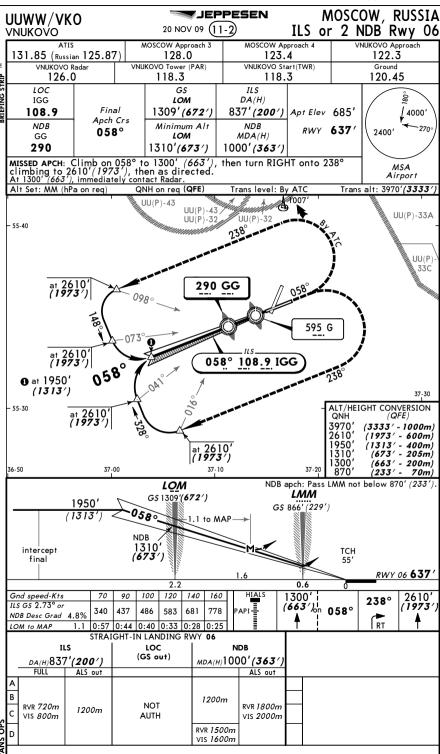
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JEPPESEN MOSCOW, RUSSIA UUWW/VKO 20 NOV 09 (11-3) ILS or NDB/MKR Rwv 19 VNUKOÝO MOSCOW Approach 4 MOSCOW Approach 3 VNUKOVO Approach ΔTIS 131.85 (Russian 125.87) 128.0 123.4 122.3 VNUKOVO Radai VNUKOVO Tower (PAR) VNUKOVO Start(TWR) 118.3 118.3 120.45 126.0 LOC ILS No GS DA(H) ITA published Final 834' (200') Apt Elev 685' 111.5 14000' Apch Crs NDR Minimum Alt <--270° RWY 634 194° 2400' MDA(H) SX No FAF 914 1460' (826') MISSED APCH: Climb on 194° to 1030' (396'), then turn RIGHT (MAX 160KT) onto 300° climbing to 3590' (2956') to GOTMA, then according to chart. MSA Airport At 1300' (666'), immediately contact Rada Trans alt: 3970' (3336' Alt Set: MM (hPa on reg) QNH on rea (QFE) Trans level: By ATC - 55-50 OPALIKHA-UU(P)-33 A 565 KS UU(R)-44 at 3590' 1386 (2956') 1237 -32 at 1950' (1316') HH/ -43 1450 1185 مل UU(P)-33 A 55-40 ILS DME_ UU(P) 914 SX GOTMA 194° 111.5 ITA -33 Ć 37-30 ALT/HEIGHT CONVERSION QNH (QFE) (3336' - 1000m) (2956' - 900m) 3970 RADIUS 1.3 (1316' - 400m) 1950 (666' - 200m) 1300 (396' - 120m) 37-10 37-20 840' (206' - 60m) NDB apch: Pass NDB/MKR not below 840' (206'). 1950' SX NDB/MKR 1316' GS 831' (197') intercept final RWY 19 634' Gnd speed-Kts 70 90 100 120 140 160 3590 1030 300° ILS GS 3.00° or (396')on 194° (2956 377 484 538 646 753 861 NDB Desc Grad 5.2% RT STRAIGHT-IN LANDING RWY 19 LOC NDB (GS out) DA(H) 834'(200') MDA(H) 1460' (826') FULL TDZ or CL out ALS out ALS out 3200m 3200m NOT RVR 550m RVR 720m 1200m 4000m VIS 800m VIS 800m AUTH 4000m 4400m

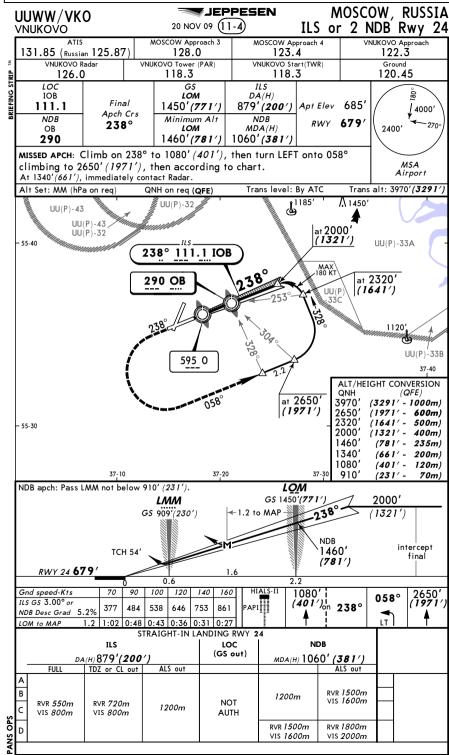
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CHANGES: ATIS.

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